THE NEW JERSEY'S A RICH BOAT

BATPLESHIP GETS SILVER SER-VICE FROM THE STATE.

Speeches to Welcome the Gift as Well as to Speed It-Agreed That Both State and War Vessel Represent the Best ment Ever Known to Mankind.

The State of New Jersey's gift of a \$10,000 silver service was presented formally to the battleship New Jersey yesterday afternoon at the anchorage of the ship in the Hudson off Ninety-eighth street. After the speechmaking was ended and Capt. W. W. Kimball, with Gov. Stokes of the presentation committee, the naval officers present and two members of each of the division crews of the ship had raised their glasses, filled with punch from the large silver bowl of the set, an order was given to a bugler to blow attention Then Capt. Kimball

"Officers and Men: I propose a toast to the gallant State whose name this ship bears and to his Excellency. Stand by there, men, to give three cheers-to his Excellency the Governor of New Jersey. Now. Hip! hip! hip!"

The response was like three discharges of one of the ship's 12-inch guns.

The silver service consists of fifty-eight pieces and includes every variety of article that goes with such an outfit. It had been kept in the vaults of the State Treasury at Trenton for several months awaiting s suitable time for the presentation. It was sent over yesterday morning and with it came Gov Stokes, United States Senators Kean and Briggs, President Minch of the Senate and Speaker Lethbridge of the House, as the committee to hand it over.

The quarter deck had been enclosed with canvas and bunting and the service was displayed upon a long table beneath the flag of the Governor of New Jersey. A score of 6-inch shells were set on deck surrounding the table.

As soon as the visitors had been welcomed formally and the officers from other ships had arrived the members of the crew were piped aft and the speechmaking began. Gov. Stokes told of the military record of New Jersey from the earliest beginnings. New Jersey from the earliest beginnings. He said that Washington spent two years of the seven he devoted to the Revolution on New Jersey soil. He said that "Don't give up the ship" Lawrence was a New Jersey man, as were Capt. Charles Stewart, by adoption, Commodore Kearny, Capt. Boggs, Commodore Stockton and James Fenimore Cooper, who once served in the navy. He praised the New Jersey spirit and wished the ship this godspeed:

"In times of peace to make surveys and charts of trackless depths, to map out and mark the dangers in the routes of commerce.

mark the dangers in the routes of commerce, to make researches for science and learning, to stand as a sentinel on the outposts of civilization, to redress American wrongs and assert American rights; in time of war to maintain the victorious sea spirit of a conquering race, and to remember that to live for our country is honor and to die for

her is glory."
In accepting the gift Capt. Kimball said that most of the officers and men had been guilty of "unpardonable neglect in not arranging to have been born" in New Jersey, arranging to have been born" in New Jersey, but declared that all were sons by adoption, and he was sure New Jersey would take them in because "since the days of the Lenni Lenape she has received and made good citizens of the Dutch and the Swedes, the Calvinists and Quakers of the two Jerseys, the Huguenots, Palatinates and New England Yankees, and it is a matter of common knowledge to-day that in her of common knowledge to-day that in her charity and strength she performs the ap-parently impossible in receiving and, by her admirable administration of justice, in restraining and partially civilizing native and resident New Yorkers."

and resident New Yorkers."

He said the silver service would make an admirable war trophy for some "gallant and polite enemy," but before such a thing could be accomplished the officers and men would perform certain preliminary ceremonies in the turrets and elsewhere which he thought would induce such an enemy "coming for the trophy not to come but to go away, to go off or to go down." but to go away, to go off or to go down."

H added that if that could not be done
the New Jersey herself would go down
rather than give it up.
Capt. Kimbal! then said that his crew

Capt, kimball then said that his crew was of "a stiffnecked generation and an obstinate lot." He said that when they misbehaved on shore they often refused to give their real names and then he read a letter he had just received calling attention to the fact that in the recent collision between the Sound steamer Tennessee and a schooner three men of the crew of the New Jersey who were aboard nitched

between the Sound steamer Tennessee and a schooner three men of the crew of the New Jersey who were aboard pitched in, lowered boats, dived overboard and did a lot of stunts in saving lives and property and refused to give their names. Capt. Kimball added:

"I don't know who any of these men were, and I will have to hunt them out and report them to the Admiral for punishmant—or something."

Then came the formal toast in which Capt. Kimball insisted that a delegation from the crew should join with the official party in drinking. Following this the big punch bowl was removed immediately to the wardroom, where it served a useful purpose in entertaining the guests.

The silver service on its various pieces bears the seal of New Jersey, the seal of the original proprietors of East and West Jersey, a picture of Nassau Hall, the first building of Princeton University; scenes depicting Washington's Headquarters at Morristown, Washington crossing the Delagram.

stown, Washington crossing the Dela-Molly Pitcher in battle and the burn-

ing of the tea at Greenwich.

Among the navel officers present were Admiral Thomas, commanding the second division of the Atlantic fleet; Capt. Murdivision of the Atlantic fleet; Capt. Murdock of the Rhode Island and Capt. Harlow of the Virginia. There were also present Secretary of State Dickinson of New Jersey, Major-General Wanser, Gen. Bird W. Spencer, Gen. J. W. Congdon, Gen. John D. McGill, Adjt.-Gen. Breitnell, Edward H. Stokes, father of the Governor, besides numerous lesser lights of the State of New Jersey.

CORONER AND JURY DISAGREE. Hospital Not to Blame, Jury's Idea -Should Be Censured, Says Shrady.

Coroner Shrady and a jury held an inquest yesterday into the death of Philip Goldstein of 4 East 107th street. Goldstein worked for his brother and on July 12 he was injured in an elevator accident. He was removed to the Harlem Hospital and on the following day he was taken to his home in an ambulance. The hospital officials said Goldstein insisted on going home. His relatives say he was left help-

Coroner's Physician Weston made an autopsy and said death was caused by blood poisoning which resulted from neglect of a wound on the leg.

The jury found yesterday that death was caused by blood poisoning, but said it was due "to lack of medical treatment after arriving at home." Coroner Shrady was disappointed by the verdict and said that if he had been on the jury there would have been at least a minority report cen-suring the hospital for its treatment of

Goldstein.

Dr. John Overton of the Harlem Hospital said he gave orders for Goldstein's removal. He acted under instructions from the visiting surgeon, Dr. H. M. Haubold, he said. A few minutes later Dr. Haubold denied this, saying that he was of the opinion that Goldstein should have been kept in the hospital for several weeks longer. "I don't think blood poisoning caused death," said Dr. Overton. "There is no proof to that effect." is no proof to that effect. There's the autorsy to prove it," said

"I cannot account for it," said Dr. Over-

"Will you swear this man was in a con-dition to be removed from the hospital?" asked the Coroner will swear I thought he was," said BEGINNING THIS MORNING

The Final Clearance Sale of

Two and Three Garment Suits for Men. Special at \$12.50

Former Prices \$18.00, \$20.00, \$22.00

By "final" we mean to have you understand that the prices have been reduced to the last degree.

Conservative and radical models fashioned of fine homespuns, serges, tropical and unfinished worsteds and wool crashes, in grey mixtures, black and blue, half or quarter lined.

Smith, Gray & Co.,

Broadway & Warren Street Broadway & Bedford Ave.

Broadway & 31st Street Fulton St. & Flatbush Ave.

AMONG THE AUTOMOBILISTS

24 HOUR RELAY RACE SLATED FOR BRIGHTON BEACH.

ess of One Car Day and Night Event at Seaside Track Results in Promotion of a Contest in Which Each Entrant May Use Two Machines-Record Expected.

The success of the 24 hour endurance con est at the Brighton Bench track last week, as well as the favor with which the short listance events were received on Friday afternoon before the start of the long event, has so encouraged the promoters that Manager William H. Pickens said yesterday that there would be another 24 hour race at the same track on August 30 and 31. It has not defi-nitely been settled whether the coming affair shall be similar to last week's race-limited to one car and two drivers for each entryor whether it will be a relay race as provided for by the rules of the American Automobile Association. If it is a relay race each en-trant will be permitted to have two cars at the track, for which three drivers will be

The principal argument advanced by advocates of the relay race idea is that such a plan practically insures the presence of all of the starters at the fluishing time, as most mishaps that are likely to occur could be fixed up while the extra car was out on the track. If a relay race is run the winning combination will undoubtedly make considerably more than one thousand miles, as Montague Roberts. winner of last week's race, made 997 miles with the single 60 horse-power Thomas he and B. Mcllvrid took turns in driving. In a single car race a lot of time is always lost in making adjustments and in replacing tires that have been put out of commission by the steady running at high speed or had their treads ground off while rounding the turns, so that it is a safe prediction that the mileage of a relay event will far surpass that of an en-

"When passing horses, especially those that show any signs of nervousness, it is always well to speak to them," deceares Warner H. Jenkins of Philadelphia. "Horses are intelligent creatures, and I am positive that their dislike of motors often springs from the fact that they do not recognize the familiar genus homo in the begogsted something which sits on the approaching terror. They recognize the familiar sounds of the voice at once, however, and come to the conclusion that, after all, the terror is not so bad as it looks. Lone undertook to train a horse which simply went mad every time he met a car; in fact, when I began on the job he would not be induced to approach nearer to one than a couple of hundred yards. I spent a good half hour, getting out of the car, walking up and patting him and going back to my seat, talking incessantly the while, and at last got him to within fifty yards or so of the stationary car. I then repeated the whole business with my engine running.

"When I first moved the car I backed away from him, then approached until he got uneasy, when I promptly got out and went up to him. Finally, after a lot of trouble, he would even let me drive up and stroke him as I sat in the car. I tried him again a few days later, and found that the confidence which had been created in his mind still remained, much to my satisfaction. At the present time his owner, as great a lover of horses as I am, drives a car, so I made two converts at once. The main idea is to get the animal to recognize that the man in the automobile is the same sort of man that he knows, and that he is disassociated from the car. Personally, I am sure that when any one is passing a nervous horse- or what amounts to the same thing, a nervous driver—no trouble is too great to take if it ends in avoiding unpleasantness. Stopping one's engine is not much nowadays, and is greatly appreciated."

Now that the American Automobile Association greating backed the sub-"When passing horses, especially those that show any signs of nervousness, it is

Now that the American Automobile Association racing board has tackled the subject of better rules for twenty-four hour races we may reasonably expect that body to accumulate a store of information that will enable President Hotchkiss to determine whether the racing game is worth saving, says Automobile Topics. Incidentally it might impel him to live up to his famous "sanction money is blood money" pronouncement. Up to date there has been no overpowering reluctance to taking sanction money. At least race meet promoters haven't discovered anything of the kind.

money. At least race meet promoters haven't discovered anything of the kind.

With a view to arousing public interest in Great Britain and advertising commercial motor vehicles the Royal Automobile Club, in connection, it is understood, with the Commercial Motor Users Association, will hold, beginning September 9, trials of commercial vehicles, which will be in the form of a tour, reports United States Consul Albert Halstead of Birmingham, England, regarding the British automobile industry. Manufacturers of the best lines of motor cars are reported to be exceptionally busy and to find their orders so numerous as to frequently necessitate delays in deliveries. Motor manufacturers are now confident that the sales this year will far exceed those of 1808, which were the greatest on record up to that time. Concerning the standardization of parts used in the construction of motor cars, it is renorted that the Institution of Automobile Engineers has appointed a committee, which is preparing to make a thorough inquiry into this question.

It appears to be appreciated that for some time only those accessories and component parts used on engines of all types can be studied with a view to standardization, but it would seem as if nuts, bolts, bolt heads and wrenches also deserve consideration. One difficulty in standardization is the fact that Continental motor makers use the metric system, while manufacturers in the United States and the United Kingdom do not. It is understood, also, that a committee of the Society of Motor Manufacturers in the United States and the United Kingdom do not. It is understood, also, that a committee of the Society of Motor Manufacturers and Traders is making an investigation of the question of standardization. The fact that this subject is receiving attention is certainly important as the first step toward agreements that should be beneficial to the motor manufacturers of all countries.

Carriers in the rural free delivery service of the Post Office Department are beginning.

Carriers in the rural free delivery service of the Post Office Department are beginning to take advantage of the permission to use automobiles in going over their routes. The decision of the officials of the Post Office Department to increase the salaries of the carriers has helped many of them to secure the machines. Experiments have proved that a light machine of the runabout type can be operated and maintained, provided the mileage of the machine is not made unduly high. It is reported that many of the rural free delivery carriers are contemplating the purchase of small cars and that carriers in the following places have already bought machines to use in their work: Billett, III.; Charleston, S. C.; Fergus Falls, Minn.; London, Wis.; Pittsburg, Kan, Shelby ville, Ind., and Vincennes, Ind.

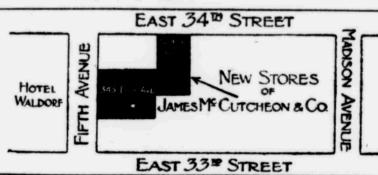


Established Half a Century

Removal Notice

AMES McCUTCHEON & CO. beg to announce that they will remove to their new stores, No. 345 Fifth Ayenue (opposite Waldorf-Astoria), and Nos. 2, 4 and 6 East 34th Street, on Monday, August 19th.

The accompanying diagram shows the location.



Until the 34th St. building is completed the 5th Ave. entrance only will be used. Their 23d St. Store will be closed permanently on Friday evening, August 16th.

"THE LINEN STORE."

James McCutcheon & Co., 14 West 23d St.

Westfall in the Limelight at the Meadow Club Tourney-Doubles Under Way.

SOUTHAMPTON, L. I., Aug. 14 .- Only a quaret of ranking lawn tennis experts remained in the singles when competitions in the tourna-ment on the turf courts of the Meadow Club were brought to a close this afternoon. In the top half Edgar W. Leonard, the Harvard the top half Edgar W. Leonard, the Harvard ex-champion, couples with Beals C. Wright. In the lower half Robert Le Roy comes through with the young aspirant, Herbert L. Westfall. Westfall is now the centre of attention. He is expected to come through and meet Wright in the final for the cup. A start was made in the doubles, in which twenty-two pairs are competing. The summary:

2re competing. The summary:

Cup Singles—First round—Samuel Beardsley,
Harvard, defeated Karl H. Behr, Crescent Athletic
Club, 6—4, 4—6, 6—4.

Second Round—Wylie C. Grant, New York L.
T. C., defeated Clarence Pell, Harvard, 6—4, 6—5;
Beals C. Wright, Longwood, defeated R. S. Lovering, Harvard, 6—3, 6—6; J. R. Carpenter, Pennsylvania, defeated Henry W. Slocum, Rockaway
Hunting Club, 9—7, 6—8, 6—8; Frederick C. Colston,
Yale, defeated C. Frederick Watson, Jr., Orange,
7—5, 4—6, 6—4; Herbert L. Westfall, New York
L. T. C., defeated Samuel Beardsley, Harvard,
6—3, 7—5.

Third Bound—Edgar, W. Leonard, Longwood.

7-5, 4-6, 6-4; Herbert L. Westfall, New York L. T. C. defeated Samuel Beardsley, Harvard 6-3, 7-5.

Third Round—Edgar W. Leonard, Longwood, defeated William J. Clothier, Belmont Cricket Club, by default; Beals C. Wright, Longwood, defeated Wylle C. Grant, New York L. T. C., 6-1, 8-2; Robert Le Roy, Columbia, defeated J. R. Carpenter, Pennsylvania, 9-7, 1-6, 8-6; Herbert L. Westfall, New York L. T. C., defeated Frederick C. Colston, Yale, 6-4, 6-3, Men's, Doubles—Preliminary round—B. C. Wright and R. Le Roy, Longwood and Columbia, defeated R. Livingsion and partner, Meadow Club, by default; F. B. Hague and J. O. Downey, Montclarga, C. and Pennsylvania, defeated H. Hitchcock and E. B. Schley, Yale and West Side, 7-5, 6-4; C. M. Bull, Jr., and Hugh Tallant, Crescent A. C., and Amackassin, defeated R. E. Coleman and C. F. Lawrence, Yale, 8-3, 6-3; E. W. Leonard and C. F. Watson, Jr., Longwood and Orange, defeated H. H. Boyesen and G. Gallatin, Meadow Club, by default; L. J. Grant and A. N. Reggie, New York L. T. C. and Longwood, defeated C. B. Neel and J. A. Ross, Chicago, by default.
First Round—W. P. Blagden and George H. Netleton, Harvard and New Haven, defeated H. B. Register and Dean Matthey, Pennsylvania and Princeton, 6-3, 6-2; E. W. Leonard and C. F. Watson, Jr., Longwood and Orange, defeated L. J. Grant and A. N. Reggie, New York L. T. C. and Longwood, 6-2, 6-4; G. S. Dabney and J. C. Colston, Harvard and R. S. Lovering, Harvard, defeated Henry W. Slocum and F. F. luman, Rockaway Hunting Club, 6-4, 8-6.

WOMEN RACE IN YACHTS. Fast Sailing in Gravesend Bay in Atlantic Y. C. Series.

The second race in the Atlantic Yacht Club's pecial series for boats commanded and sailed women took place yesterday. The racing was the fastest seen on Gravesend Bay this was the fastest seen on Gravesend Bay this year. There was a whole sail breeze from the northwest which drove the boats along. A four mile triangle was covered twice. The course was a broad reach from the starting line off Sea Gate to a mark off Bensonhurst; then came a beat to Fort Hamilton, followed by a run down the channel to Sea Gate and a short reach home. Hesides the women's race there was a special race for dories, which was won by Navy. Summary:

| WOMEN'S | RACE-CLASS | P | AND G-START, 3:15-course, 8 | MILES, | Elapsed Corrected | Finish. Time, Time, Soya, W. A. Barstow | 4 34 32 | 1 19 32 4 17 37 Spider, H. Chubb | 4 36 38 1 25 25 1 25 25 Sue, E. F. Luckenback | 4 40 25 | 40 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 25 | 1 25 DORIES-CLASS X START, 3:20-COURSE, 4 MILES.

MANCHESTER, Vt., Aug. 14.-Frederick Herreshoff, Garden City, was medallist in the preliminary round of the annual tournament for the first president's cup, which was begun here to-day on the Ekwanok links. begun here to-day on the Ekwanok links. He made the rounds in 74 and 75 respectively, giving him a total of 149. Despite favorable conditions the record field of 102 golfers which completed the day's play did not come up to the average as far as scores were concerned. Jerome D. Travers, the national champion, who won the event last year, was ten strokes behind the leader, with a card of 150. The first thirty-two will continue at match play for the trophy.

Newport, Aug. 14.-The solid silver carette case offered by Clarence W. Dolan



If the M. F. H. of a recognized Hunt always rides in our breeches, as at least one does, you can be sure they're correctly cut.

Yet how many of our regular customers even know that we make riding breeches, let alone the volume of the businessover a thousand pairs a year.

Flannel trousers, \$5 to \$7. Duck trousers, \$2 and \$5.

842 13th st. 32nd st

AMUSEMENTS.

ASTOR B'way AN UNEOUIVOCAL HIT RAYMOND HITCHCOCK "A YANKEE TOURIST." Musical farce in 3 Acts.

NORTH BEACH Free Fireworks Thursdays MADISON SQUARE ROOF GARDEN Every Evening at 8:30, in-"THE MAID & THE MILLIONAIRE" Rain of Shine.

N STAR Lex. av. and 107th. Mat. Sat THE LIFE OF AN ACTRESS, Next Week—The Cowboy & the Squaw.

of Philadelphia as a prize in the eighteen hole handicap golf match at the Newport Golf Club this afternoon, was won by Miss Gladys Mills, who played an exceptionally fast game and won with a net score of 77, four less than her nearest opponent. Robert W. Goelet, William Gammell finished third with 82, Miss Maude Wetmore, fourth with 84; the Rev. Roderick Terry, fifth with 85, and H. R. Sedgwick, who was scratch player, was sixth with 88.

Handleap a Help to Freebooters. NEWPORT, R. I., Aug. 14.—The Myopia Freebooters to-day won the second match for the Newport oups by defeating the Point for the Newport sups by defeating the Point Judith polo team by a score of 8 to 4%. Point Judith outplayed the Freebooters, but the latter feam had an advantage of t points on its handleap and therefore won the match. THE LADY FROM LANE'S



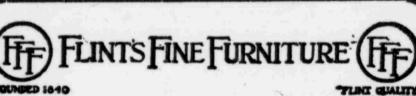
\$10 to \$15.

Riding boots and putter leggins.

If you take your outing afoot-

ROGERS, PEET & COMPANY. Three Broadway Stores. 1260

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DINING ROOM CHAIRS

The odd quantities of all patterns which we shall discontinue are offered at one-half regular price.

These chairs are also suitable as desk or hall chairs, and are bought by many people to be used as odd chairs throughout the

MAHOGANY DESIGNS	Redu	iced
	From	To
4 Side Chairs, Leather, Colonial, each	\$106,00	\$53.00
4 Side Chairs, Leather, Carved, each	76.00 48.00 36.00	38.00 24.00 18.00
4 Side Chairs, Leather (Mahogany finish), each 6.00 } 1 Arm Chair, Leather (Mahogany finish) 10.00 }	34.00	17.00
5 Side Chairs, Leather (Mahogany finish), each 5.75	28.75	14.37
OAK DESIGNS		
4 Cathedral Oak Side Chairs, Leather, carved, each \$15.00 } 2 Cathedral Oak Arm Chairs, Leather, carved, each 21.00 }	\$102.00	\$51.00
5 Cathedral Oak Side Chairs, Leather, carved, each15.00 } 1 Cathedral Oak Arm Chair, Leather, carved21.00 }	96.00	48.00
2 Golden Oak Side Chairs, Cane, each	4.50	12.00
		-2.00

These chairs, with many others, are grouped on the 8th floor

43-45-47 WEST 23rd STREET



EVERY REMNANT,

Regardless of their former value, is in our special sale of "two piece" Suits, to measure, \$16. Style and tailoring will compare with the highest cost garments or they remain here.

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Broadway Q Ninth St.



Soft Brim Milans, now 1.00 Sennit Sallors, 65c. and 95c. Pencil Curi Mackinaws, 1.25 Finest Spitt Saliers, 2.00 Panamas, 3.00, were 5.00 Smart Vacation Hats White Felt (Pocket Shape) 1.25 Pearl Felt (College Shape) 1.90 English Tweed Golf Caps, 50c.

Silk Crash Auto Caps, 50c. to 1.25

AMUSEMENTS.

CRITERION THEATRE. B'way & 44th St.
7th Month-LAST TWO WEEKS. HATTIE WILLIAMS THE LUE LYCEUM Broadway, 46th St. Eves, 8:30.
FIRST MATINEE SATURDAY,
TO-NIGHT at 8:30. GRACE GEORGE & DIVORCONS KNICKERBOCKER, B'way & 38th St. Eves. 8:10 Sharp. Matinee Saturday 2:15. THE ALASKAN A New Comic Opera. SAVOY 34 St. & B'way. Evs. 8:15.
Mats. To-day & Sat., 2:15. MAN OF THE HOUR By George GARRICK OPENS TUESDAY, AUG. 20
FRANCIS WILSON WHEN KNIGHTS
WERE BOLD

Broadway CASINO Telephone of 1844 Bryant. FASCINATING FLORA Fields' Herald Sq. B'way & 35th Evenings 8.15. EDDIE FOY IN THE ORCHID Great cast, including Trixie Friganza.
Extra Feature La Petite Adelaide.

AMUSEMENTS. AERIAL GARDENS AT 8:30.

JARDIN B PARIS ATOP NEW YORK THEATRE, BY, 45 St.

NEW YORK'S BIGGEST SUCCESS
ZIEGFELD COLLICE OF 1007 MUSICAL FOLLIES OF 1907 50 ANNA HELD GIRLS. Every Eve. 8:30.

ACADEMY OF MUSIC. 14th St. & Irving Pl. Klaw & Erlanger present McINTYRE IN The & HEATH Ham Tree Prices, 25c, to \$1. Mats, Wed, & Sat, 2, Ev, 8:15

GRAND GALA OPENING

THE DEWEY BAST LATH ST SATURDAY NIGHT, AUG. 17 THE GAY TOREADORS GRAND GALA OPENING THE GOTHAM EAST MONDAY MATINEE, AUG. 19 PAT WHITE GAYETY GIRLS

WALLACK'S B'way & 30th St.

"As likely a bunch of damsels as ever was seen on

Rosedway "-Sun "As likely a bunch of damsels as ever was Broadway."—Sun. "A WHIRLWIND."—World.

TIME - PLACE - GIRL ARTHUR DEAGON as HAPPY JOHNNY HICKS. BRIGHTON BEACH PARK

TO-DAY, 3.30 AND 8.30 P. M.
Biller Bros. 101 RANCH
Famous 101 RANCH
Biggest Wild West Show on Earth. BIJOU Broadway & 50th St.
Eve. 8:15, Pop. Mat. Sat. 2:15, 50c.
Hear the Big Gele's Johnson in "The Shoo-Fig.
Best Seats During This Engagement \$1.56-\$1.60.

AMMERSTEIN'S 42d St. ROOF

A Daily Mat. in Theatre with Roof Bill.
ARTHUR PRINCE, MLLE, FOUGERE, Shekla,
Hindoo Conjurer, Wayburn's Phantoms. etc. BLAHEY'S LINCOLN SQ., B'way, 66th st. Eves, 5:20, Mats, Wed, & Set., 2:15. Russell Bros. "The Hired Girls' Millions," Next Week—S, Miller Kent in "RAFFLISS."

PASTOR'S CONTINUOUS.
HERBERT LLOYD AND OTHER BIG ACTS. AMERICAN "The Great Express Robbery."
Next Week Convict 900.

The Ideal Summer Vacation Trip

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GARDINER GATEWAY

To the "Wonderland of the World," a marvelous region of geysers, hot springs, tinted pools, and strange natural phenomena. Beautiful mountain scenery; excellent hotels; superb coaching trip over Government built roadways.

\$75

Summer Round Trip Fare from Chicago to Saattle, Taco-ma, Portland (to Spokane \$70), until Sept. 25, 1907.

F. MERSHON, G. A., P. D. 19 Broadway, New York, N. T.

NORTHERN PACIFIC RAILWAY

Summer Travel Literature

A. M. CLELAND seral Passender Ad St. Paul, Minn.

AUTOMOBILES

\$800

and upwards Overhauled and repainted, and we stand back of them as though they were new cars.

A Locomobile is always good.

The Scomolile Co. 76th Street and Broadway

Automobile Sensation!

Absolutely New Touring Cars.

\$2,750—1907 Pope Hartfords at.......\$2,250
(20 H. P. 4 cyl. Model "L.")

\$2,500—1907 Dolsons at\$1,600
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